

AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

March 20, 2007

**Aldermen Osborne,
O'Neil, Shea, Roy, Long**

4:00 PM

**Aldermanic Chambers
City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.
2. The Clerk calls the roll.
3. Ratify and confirm poll conducted February 28, 2007 approving the painting of shamrocks at the intersections of Elm and Pleasant Streets and Elm and Hanover Streets.
A motion is in order to ratify and confirm the poll conducted.
4. Proposed angled parking on Mechanic Street referred back to Committee by the Board on March 6, 2007.
(Note: various communications from area businesses in opposition to proposal enclosed.)
Gentlemen, what is your pleasure?
5. Petition submitted by residents of Grove Street requesting a change in the use of Grove Street between Wilson and Hall Streets.
Gentlemen, what is your pleasure?
6. Communication from Gregory and Barbara Ahlgren requesting rescission of "No Parking" zone in front of 388 Walnut Hill Avenue Extension.
(Note: communication from John Tenn enclosed.)
Gentlemen, what is your pleasure?

7. Chairman Osborne advises that the Traffic Division has submitted an agenda of regulations to be addressed as follows:

Rescind Stop Signs:

On Comeau Street at St. Marie Street, southeast corner (Ord. 0190)

On Comeau Street at Hamburg Street, northwest corner (Ord. 0189)

Alderman Smith

On Lincoln Street at Cedar Street, southwest corner, back-up (Ord. 8914)

On Lincoln Street at Cedar Street, northeast corner, back-up (Ord. 8915)

On Cedar Street at Wilson Street, northwest corner, back-up

(Ordinance number not assigned)

Alderman Osborne

Rescind Stop Sign Emergency Ordinance:

On River Front Drive at River Front Drive Extension, northwest corner

Alderman Forest

Stop Signs:

On Hamburg Street at Comeau Street, southwest corner

On St. Marie Street at Comeau Street, northeast corner

Alderman Smith

No Parking Anytime:

On Ellen Court, both sides, from Belmont Street to the dead end

On Norris Street, west side, from Somerville Street to a point 105 feet north

Alderman Shea

No Parking Anytime Emergency Ordinance:

On Brooklyn Ave., north side, from a point 135 feet west of Jewett Street to a point 40 feet westerly

Alderman Shea

Rescind No Parking Anytime:

On Norris Street, west side, from Somerville Street to a point 60 feet northerly
(Ord. 8796)

On Norris Street, west side, from Somerville Street to a point 70 feet north
(Ord. 8797)

On Norris Street, west side, from Somerville Street to a point 70 feet north
(Ord. 9073) - duplicate on record

Alderman Shea

On Candia Road, south side, from Hanover Street to a point 450 feet east
(Ord. 2751)

Alderman Pinard

Rescind 2 Hour Parking Meters 8AM-8PM/ Monday-Friday:

On High Street, north side, from Pine Street to Union Street -16 spaces
(Ord. 7132)

Alderman Long

2 Hour Parking Meters – 8 AM– 8 PM/ Monday-Friday:

On Bridge Street, south side, from Pine Street to Union Street – 17 spaces
Alderman Long

Rescind No Parking Loading Zone - 8AM-5PM/ Monday-Saturday:

On Union Street, east side, from Bridge Street to a point 40 feet northerly
(Ord. 8390)

Alderman Duval

Rescind 1 Hour Parking 8AM-6PM:

On Union Street, east side, from a point 40 feet north of Bridge Street to a point
130 feet south of Pearl Street (Ord. 8393)

Alderman Duval

Rescind 15 Minute Parking 8AM-6PM:

On Bridge Street, north side, from a point 60 feet east of Union Street to Union
Eastback Street (Ord.6386)

Alderman Duval

No Parking Loading Zone 8AM-5PM/ Monday-Saturday:

On Bridge Street, north side, from a point 60 feet east of Union Street to Union
Eastback Street

Alderman Duval

2 Hour Parking 8AM-6PM:

On Union Street, east side, from Bridge Street to a point 130 feet south of Pearl
Street

Alderman Duval

Gentlemen, what is your pleasure?

8. Communication from Katherine Gatsas requesting to speak regarding improvements warranted at the Manchester Police Department.
Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

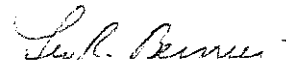
9. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.
(Tabled 03/21/2006 pending report from Fire and Police Departments; report requested within 30 days per action of 01/30/200. Communication from Deputy Chief Simmons dated March 9, 2007 enclosed.)
10. **STOP SIGNS:**
On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval
(Tabled 05/16/2006)
11. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."
(Tabled 11/14/2006)
12. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006)
13. Communication from Joe Morse submitting recommendations to help alleviate the dangerous situation at the intersection of Valley and Massabesic Streets and Tarrytown Road.
(Tabled 01/30/2007 pending review by Police Traffic Division)
14. In-Street Pedestrian Crossing Sign Traffic Policy.
(Tabled 02/20/2007. Revised Traffic Policy, potential locations and Crossing Sign Agreement enclosed.)
15. If there is no further business, a motion is in order to adjourn.

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Public Safety and Traffic respectfully recommends, after due and careful consideration, that a proposal to provide angled parking on Mechanic Street at a cost of approximately \$3,200 in striping and related equipment set up be approved. The Committee notes that 27 additional spaces will be created through this action.

(Unanimous vote.)

Respectfully submitted,



Clerk of Committee

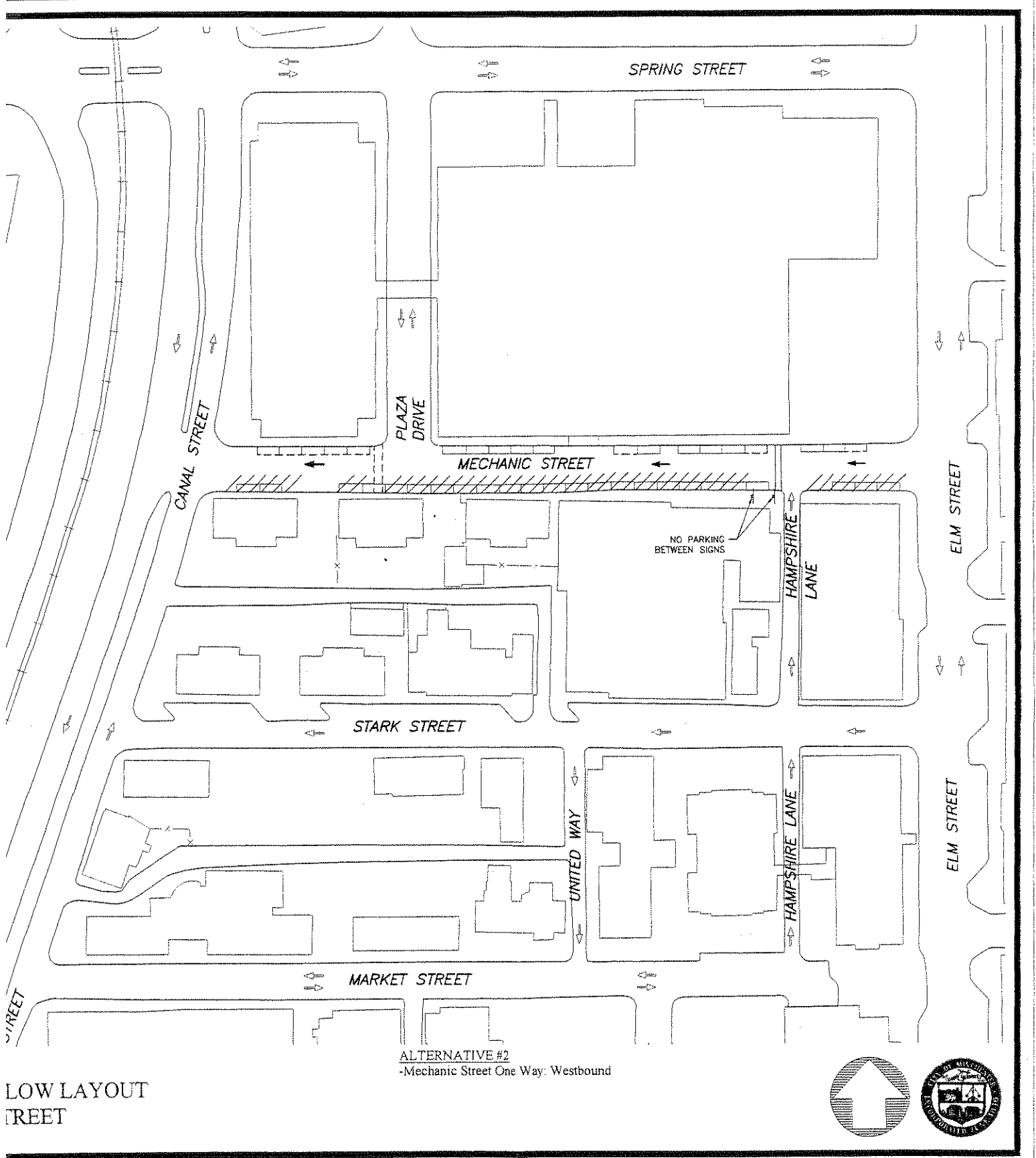
March 6, 2007.

In Board of Mayor and Aldermen.

On motion of Alderman Osborne, duly seconded by Alderman Long, it was voted to refer back to the Committee on Public Safety and Traffic.



City Clerk





Greater Manchester Family YMCA

We build strong kids,
strong families, strong communities.

RE: MARCH 6th BMA

ITEM I

Corporate Office

Downtown Manchester

Camping Services

30 Mechanic Street
Manchester, NH 03101

603•623•3558

Fax 603•623•5934

www.manchesterymca.org

Goffstown Allard Center

116 Goffstown Back Road
Goffstown, NH 03045

603•623•3558

www.goffstownymca.org

Strafford County

PO Box 1804

Rochester, NH 03866

603•332•7334

www.straffordymca.org

YMCA of Greater Londonderry

206 Rockingham Road
Londonderry, NH 03053

603•437•9622

www.londonderryymca.org

Camps

Mi-Te-Na for Boys

Foss for Girls

HalfMoon

Coney Pine

Pa-Gon-Ki

February 28, 2007

Chair of the Traffic Committee

Board of Alderman

City of Manchester

One City Hall Plaza

Manchester, NH 03101

Dear Chairman:

I am writing to inform you of the YMCA's opposition to making Mechanic Street a one-way street. Please understand that the Greater Manchester Family YMCA, located at 30 Mechanic Street, is not in favor of this proposition. Since the YMCA is able to use the Canal Street garage, disrupting the flow of traffic for a small number of additional spaces is counter productive.

Traffic patterns need to be convenient for those visiting our city and our YMCA and making Mechanic Street one way will be confusing and inconvenient. If you miss the turn, clients would have to drive three blocks and go through four traffic lights to get back to the YMCA. Traffic will back up on Elm Street and I believe we will lose business.

Please reconsider your proposal to make Mechanic Street one way.

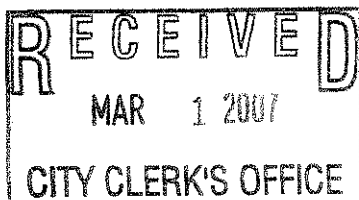
Sincerely,

Harold J. Jordan
President/CEO

Greater Manchester Family YMCA



Heritage
United Way



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B & B

CAFÉ AND GRILL

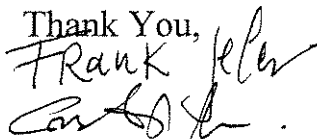
Date: March 5, 2007

Chairman, Traffic Committee
Board of Alderman
Manchester, New Hampshire

**Subject: Opposition amending Mechanic Street flow of Traffic
to ONE WAY-WEST**

Dear Alderman,

We, at B&B Café And Grill strongly oppose the above changes to Mechanic Street.

Thank You,

Frank Jeley
Cristina Jelev

Owners
B&B Café And Grill
25 Stark Street
Manchester, NH 03101
603-623-2328 / Fax 603-623-2766
www.bbcafeandgrill.com

FREMEAU APPRAISAL, INC.

11 Stark Street • Manchester, New Hampshire 03101
Telephone (603) 622-8826 • Telecopier (603) 626-1311

February 26, 2007

Board of Mayor and Aldermen
c/o City Clerk
One City Hall Plaza
Manchester, New Hampshire 03101

Re: **MECHANIC STREET**

Dear Mayor and Alderman:

I understand the proposal to make Mechanic Street one way heading easterly was amended such that plans now call for the street to be one way heading westerly. This is not a good idea.

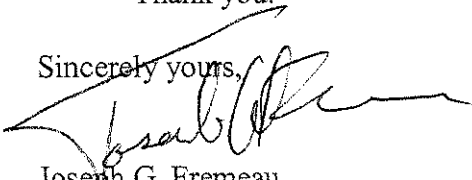
This proposal could have a negative impact on businesses that front on both Elm and Stark Streets. For instance, we leased the space on the corner of Elm and Stark to Ben and Jerry's last year. Prior to locating there, Ben and Jerry's completed extensive studies with respect to vehicular and pedestrian traffic in the area and liked what they saw. Currently, traffic flows easily in a circular direction down Stark, through either the alley at the YMCA or along Canal Street and back up Mechanic Street. The change that is proposed, slight as it may seem, is significant to a retailer. This would force traffic waiting to get back to Elm Street all the way down Stark Street, through two sets of traffic lights on Canal Street and back on Elm Street through another traffic light.

Also, as you know, the City has been trying to blend the Millyard and Elm Street areas together for some time and this proposal would hurt that effort.

Please take traffic flows and other issues into consideration when contemplating changes in parking and consider leaving Mechanic Street as is.

Thank you.

Sincerely yours,


Joseph G. Fremeau

aa

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George Charles Bruno

Law Office

15 Stark Street

Manchester, New Hampshire 03101 USA

Tel. 603.296.2222 □ gbruno1@aol.com □ Fax 603.627.7959

February 26, 2007

Chairman, Traffic Committee
Board of Alderman
Manchester, NH

Re: Opposition to making Mechanic Street one way WEST

Dear Alderman:

As a downtown business owner, I am writing to oppose making Mechanic Street ONE WAY west.

First, lets not try to fix a problem where none has been proven to exist. Changing long established traffic patterns affects businesses and lives. This sudden decision negatively affects my residential and business Atenants on 15 Stark Street. I also speak for Joe Fremeau at 11 Stark St when I say that making Mechanic Street ONE WAY west is not a good idea.

Second, you may be making both Mechanic and Stark Streets more dangerous. Even now, drivers turn on ONE WAY Stark Street, and being trapped try to back out creating a hazardous situation.

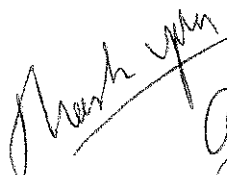
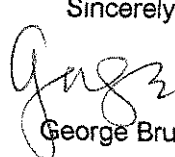
Third, this sudden change creates a ONE WAY roadblock that would have 3 parallel streets with no access to Elm Street: **Market, Stark and Mechanic Streets**. This new change affects all the Aldermen and all citizens who park at City Hall. Currently, citizens with business at City Hall can use Hampshire Lane for access to Elm at Mechanic Street. This will now be prohibited. Trying to go south on Elm from City Hall will become an obstacle course. It also a roadblock to east Manchester.

Mechanic Street was fine as a 2 way street. We should not have reached the point where it is necessary to squeeze out every quarter and \$10 fine regardless of the inconvenience to the taxpayer?

An alternate solution is to make Mechanic ONE WAY WEST from Hampshire Lane and 2 ways from Hampshire Lane to Elm. That way, citizens (and Aldermen) could still go through the alley from City Hall and upper Stark Street and still have an access to Elm Street, and east Manchester.

Thank you for considering this.

Sincerely,



George Bruno

C: Fremeau Real Estate

4

CKET BOOK?

RENT FREE
UNTIL APRIL
WITH FREE
UTILITIES
OVER!

Apartment

st \$905!
★ Clubhouse
Shopping
Parking

April 1st!
in all Units
PARTMENTS
chester
7-1220



ANDE'S

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- Music
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353 Spruce St.
Manchester
(603) 792-2100

One way, but which way?

Mechanic Street traffic
to go west, not east

By DAN MAGAZU
dmagazu@manchestexpress.com

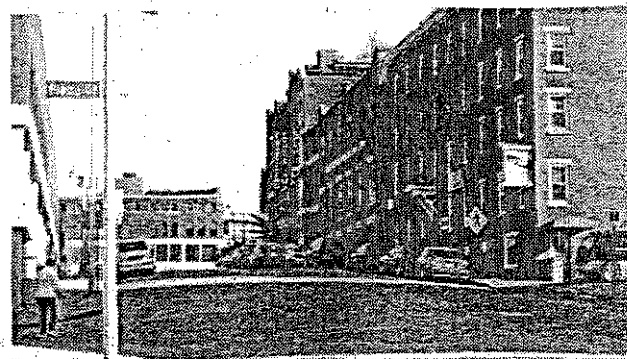
Traffic concerns have caused the city's parking manager to change a proposal that will convert Mechanic Street from a two-way to a one-way street.

The move is expected to make the city \$20,000 annually, because the south side of Mechanic Street will be converted into 27 angled Pay and Display parking spaces.

Parking Manager Brandy Stanley originally suggested having the street, which is located downtown next to the Greater Manchester YMCA, run easterly, from Canal Street up to Elm Street.

The change would force motorists leaving a parking garage on lower Mechanic Street to turn left, something Stanley fears could cause delays.

She is now proposing that the street run in the opposite direction, westerly from Elm



Traffic on Mechanic Street will soon be one-way from Elm to Canal. (Express Photo/Dan Magazu)

Street down to Canal Street.

While this will create consecutive one-way streets that run in the same direction (Stark Street also flows westerly), Stanley does not believe it's a problem, because surrounding streets run in both directions.

If the change is approved, motorists who leave the parking garage and want to get to Elm Street will have to travel north for one block on Plaza Drive, which runs behind Hampshire Plaza, and

then take a right onto Spring Street.

The city has seven leftover Pay and Display kiosks at its disposal. Only one or two will need to be installed on Mechanic, as a few kiosks are already located on the north side of the street.

The amended proposal was approved by the five-member Committee on Public Safety and Traffic last Tuesday, but still needs approval from the full Board of Mayor and Aldermen.

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Manchester, NH



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The Masiello Group
REAL ESTATE

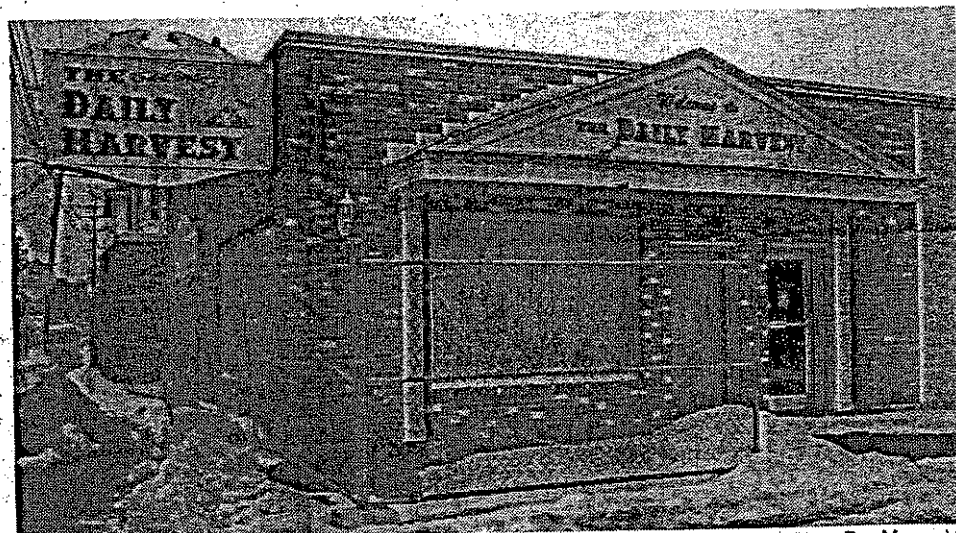
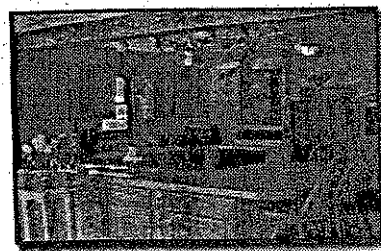
Susanne Kimball
Listing Agent

625-2800 x304



ver 3 private
R-ins and HW
5 bedrooms,
ort 2 car garage.

ATED



Demolition recently began at 432 South Main St., the former home of Sully's Superette. (Express Photo/Dan Magazu)

Sully's building to be torn down

CVS to build pharmacy
on ex-market property

By DAN MAGAZU
dmagazu@manchestexpress.com

The former location of Sully's Superette, a South Main Street landmark for six decades, is set to become the city's fifth

The new pharmacy will take up 13,225 square feet of space and come complete with a drive-through window and on-site parking.

According to a store location search of Manchester, there are four other CVS stores in the city. Some of the locations

known for its meats, which were butchered in house. But business took a sharp turn for the worst in 2003, after a Shaw's and Stop & Shop opened up on South Willow Street that year.

Business was also hurt by detours off South Main Street due to a sewer project

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T F C L O G I S T I C S C O R P .

633 Division Street, Elizabeth, New Jersey 07201 • 800-378-9750 • 908-355-2133
Fax: 908-355-6055

WIZZZ46@AOL.COM

DATE: February 26, 2007

Chairman, Traffic Committee
Board of Alderman
Manchester, New Hampshire

SUBJECT: Opposition amending Mechanic Street flow of Traffic to ONE WAY-WEST

Dear Alderman:

We at TFC Logistics Corp. strongly oppose the above changes to Mechanic Street.

THANK YOU.


**WAYNE W. VARGAS
DIRECTOR OF OPERATIONS/PRICING
TFC LOGISTICS CORP.**

**15 Stark Street
Manchester, New Hampshire 03101
603-627-4850 / FAX 603-627-7959**

4

GROVE ST. RES. PETITION CITY OF MANCHESTER, N.H.

This petition is to request a change to the use of Grove St. between Wilson St. & Hall St. All properties of this section of Grove St. are single family homes. There has been an ongoing parking & usage problem from commercial vehicles. This section is a 30ft. wide road with an R2 zoning. Parking of commercial vehicles on the street makes it very difficult to access the driveways. The commercial vehicles are from the residents of 337 Wilson St. They park a Cube Van School Bus & a Ramp Truck Wrecker on the property at night, which is also zoned R2, but will park on Grove St. during day. By doing this, it restricts the accessibility of our driveways & parking in front our properties for us or our guests. The signatures on this petition want to STOP the use of commercial vehicles on Grove St. between Wilson St. & Hall St.

NAME (print)	SIGNATURE	ADDRESS
Lawrence Anderson	Lawrence Anderson	613 Grove St
Faith Anderson	Faith Anderson	613 Grove St
Janis Michon	Janis Michon	605 Grove St.
Kenneth Wheeler	Kenneth Wheeler	610 Grove St
Denise Martel	Denise Martel	633 Grove St.
Bob Martel	Robert Martel	633 Grove St
Harold Mullen	Harold Mullen	643 Grove St
ANN E. Mullen	Ann Mullen	643 Grove St
Darlene Chevette	Darlene Chevette	623 Grove St.
Brian Chevette	Brian Chevette	623 Grove St.
Kyle Anderson	Kyle Anderson	613 Grove St.
Billy R Rowell	William Rowell	628 Grove St
CRAIG Rowell	Craig Rowell	628 Grove St

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Gregory and Barbara Ahlgren
338 Walnut Hill Avenue Extension
Manchester, NH 03104
(603) 669-6117
March 1, 2007

Board of Mayor and Alderman
City of Manchester
C/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

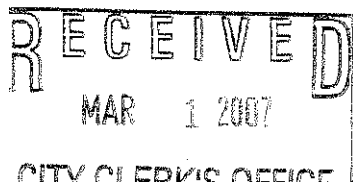
Request To Vacate Approval of No Parking Zone in front of 338 Walnut Hill Avenue Extension

Dear Mayor and Aldermen,

We have owned our home on the north side of Walnut Hill Avenue Extension here in Manchester for over eleven years. Walnut Hill Avenue extension is a short, dead end residential street with no cross streets and on which there are only six houses. Last fall, at the request of a neighbor whose address is actually on Whitford Street, but whose back yard abuts Walnut Hill Avenue Extension, "no parking" signs were placed along the entire south side of Walnut Hill Avenue Extension. Our alderman advised that the request was granted because a safety issue was raised since Walnut Hill Avenue is only 24 feet wide, and if cars happened to be parked at the same point on both sides of the street simultaneously an emergency vehicle might have trouble fitting through. Although this south side ban created an inconvenience to us and other neighbors, to our knowledge no one on the street objected.

This past week we learned that the same neighbor requested that the "no parking" signs be expanded to the north side of the street, but only directly in front of our house. Through some error we were not notified of this request. We learned of it *after* the Board of Mayor and Alderman had already acted upon it and approved the installation of these signs. We object to the installation of "no parking" signs and request that approval for them be vacated.

Apparently, our neighbor bases his request on a safety issue he claims exists because he finds it inconvenient to exit the secondary driveway at the rear of his lot when our guests are parked in front of our house. This location is immediately adjacent to our own driveway, which is how all occupants and guests enter and exit our home. Our neighbor's primary driveway actually exits onto Whitford Street, and is not affected by vehicles parked in front of our home on Walnut Hill Avenue Extension.



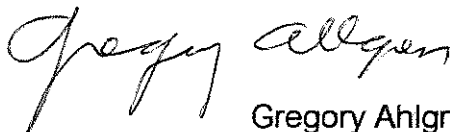
A "no parking" zone on the north side of Walnut Hill Avenue Extension directly in front of our home would be extremely inconvenient for us and for our guests. It would also negatively affect the value of our home. Parking is already banned along the entire south side of Walnut Hill Avenue Extension, which has already reduced available parking on the street. This would further reduce available parking. In addition to being inconvenient the requested additional ban also creates an unsafe condition. Both of us have elderly relatives who visit frequently, and we have a teen-age daughter who frequently hosts study group sessions for her fellow Central High School students. We also entertain guests who park in front of our house. Walnut Hill Avenue slopes down sharply to the west, which would force our guests to traverse a steep incline to reach our home if the ban were imposed. This would be especially difficult in the dark, or when the street is icy. Although we have ground lights that illuminate the area immediately in front of our home where guests now park, and where the ban is proposed, to both the east and west of our home the street is unlit and dark at night, thereby creating a further personal safety issue should the proposed ban take effect.

There is simply no safety rationale for the ban. To allow the ban would impact the use and enjoyment of our home when no *public safety* issue warrants it. The ban prohibiting us from using a section of the street in front of our home would be imposed solely for the convenience of one neighbor, whose primary driveway is actually located on Whitford Street. If he does have problems negotiating his vehicle out of his driveway he could simply widen its mouth, and thereby remedy his problem.

We would request that this request to vacate be taken up at the meeting on Tuesday, March 6, 2007, and that a copy of this letter be forwarded to all aldermen in advance of that meeting.

Thank you for your cooperation in this matter.

Very truly yours,



Gregory Ahlgren



Barbara Ahlgren

March 6, 2007.

In Board of Mayor and Aldermen.

On motion of Alderman O'Neil, duly seconded by Alderman Duval, it was voted to accept the report and amend by removing the "No Parking Anytime" on Walnut Hill Avenue item and referring that item back to the Committee on Public Safety and Traffic and accept report and adopt original report as amended.



City Clerk

6

Committee on Traffic
Page 2

RESCIND ONE-HOUR PARKING:

On Main Street, west side from a point 150 feet south of Sullivan Street to Hecker Street (ordinance number not yet assigned)

RESCIND NO PARKING ANYTIME:

On Main Street, west side, from Sullivan Street to a point 150 feet south (ordinance number not yet assigned)

PARK 30-MINUTES - BUS TERMINAL BUSINESS ONLY:

Manchester Transportation Center (Canal & Granite Streets) – north end of lot (4 spaces)

PARK 30-MINUTES - VAN ACCESSIBLE PARKING SPACE – BUS TERMINAL BUSINESS ONLY:

Manchester Transportation Center (Canal & Granite Streets) – south end of lot (1 space)

NO STOPPING, STANDING OR PARKING:

On Beech Street, east side, from Lowell Street to Amherst Street

NO PARKING ANYTIME:

On Walnut Hill Avenue, north side, from a point 215 feet east of North Russell Street to a point 60 feet east

On Beech Street, east side, from Webster Street to Lowell Street

On Massabesic Street, west side, from Summer Street to a point 36 feet south

NO PARKING ANYTIME (EMERGENCY ORDINANCE):

On Old Falls Road, west side, from Massabesic Street to a point 128 feet northeast

On Lakeside Drive, both sides, from Londonderry Turnpike to a point 215 feet west

NO PARKING (8AM-5PM/MONDAY-FRIDAY/EMERGENCY ORDINANCE):

On Old Falls Road, east side, from a point 90 feet northeast of Massabesic Street to a point 22 feet north

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March 5, 2007

Alderman Mark E. Roy
City Hall
One City Hall Plaza
Manchester, New Hampshire 03101

Re: No Parking on Walnut Hill Ave

Dear Alderman Roy,

As you are aware, Walnut Hill Ave was improved with curbing upon completion of the drainage project last year. The curb installation narrowed the street width to 23.5 feet. Last fall, a parking restriction was ordained for the south side of the street. In December, I received a letter (attached) from a resident who has a safety issue with exiting his driveway when his neighbor parks on the street. This resident's driveway is opposite his neighbors across the street, which is unique to the street. I performed an on site review and staged a vehicle across the street from this resident's driveway. I then backed into his driveway and exited as he would normally do so. I found it to be a tight turn out. This was reviewed when there was no snow on the ground. During the winter months, the streets get narrowed by the snow banks. Walnut Hill Ave could easily be narrowed by another 2-3 feet of snow bank. The entire street meets the criteria for posting both sides with a no parking regulation. When allowing a 7 foot wide parallel parking lane, this narrows the street to 16.5 feet which results in an 8.25 foot travel lanes without snow banks. I wrote up a parking regulation to restrict parking for 60 feet along the north side of Walnut Hill Ave., across from the driveway. This was passed at the Committee on Public Safety and Traffic in February and then was passed at the BMA meeting on February 20, 2007. There was no deviation from normal protocol in establishing this regulation. The Traffic Ordinances were published in the Manchester Union Leader last week. The Traffic Division has never contacted affected residents unless asked to do so. Manchester has a plethora of narrow streets and we do not uniformly restrict parking unless it becomes a problem.

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Alderman Mark E. Roy
March 5, 2007
Page 2

I hope this answers your questions, but if not, please contact me.

Sincerely,

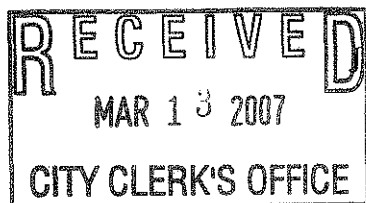
James P. Hoben
Deputy Traffic Director

Cc: Frank Thomas
Kevin Sheppard

6

TENN AND TENN, P.A.
ATTORNEYS AT LAW

JAMES J. TENN, JR.* • JOHN J. TENN* • MARY ELIZABETH TENN*



March 13, 2007

Alderman Edward Osborne, Chairman
Public Safety and Traffic Committee
One City Hall Plaza
Manchester, NH 03101

Re: Posted "No Parking" on Walnut Hill Avenue

Dear Alderman Osbourne:

I write regarding a safety problem with on-street parking in a limited area of Walnut Hill Avenue which is almost directly across from my driveway ("Problem Area").

As you may be aware, the Public Safety and Traffic Committee ("Committee") and the full Board of Mayor and Alderman previously approved the Highway Department's recommendation that the Problem Area be posted as "no parking." I understand that this matter nevertheless has been sent back to the Committee, based upon a complaint letter from a neighbor, Attorney and Mrs. Gregory Alghren.

So that the Committee has complete and accurate information, I enclose a copy of my original correspondence to the Highway Department, dated December 21, 2006, which sets forth the safety problems. It is significant that the Highway Department conducted its own investigation and site view to assess the Problem Area, and thereafter, made its recommendation that the Problem Area be posted as "no parking."

The Problem Area exists because of vehicles parking almost directly across from my driveway on Walnut Hill Avenue. When vehicles are parked in that location, those vehicles impede access, and the ability to safely enter and exit my home is blocked. While in many cases on-street parking on a residential street may not be problematic, here the situation is most dangerous because of the narrow width of Walnut Hill Avenue, which is less than twenty-four feet (24') in width. When there is snow, the width of Walnut Hill Avenue is further reduced.

The Committee should be aware that my home is a thru-lot with a driveway that enters and exits both on Walnut Hill Avenue and Whitford Street. Contrary to what the Alghrens have said, the Walnut Hill Avenue entrance is the primary means by which my home is accessed because the grade to Whitford Street is extremely steep and narrow. Delivery vehicles must also enter from the Walnut Hill Avenue entrance because of the steep grade. Indeed, in the winter

A Professional Association

16 HIGH STREET • SUITE THREE • MANCHESTER, NEW HAMPSHIRE 03101 • (603) 624-3700 • (603) 644-0345 FAX

**Also admitted in Massachusetts*

h

Alderman Edward Osborne, Chairman Public Safety and Traffic Committee

March 13, 2007

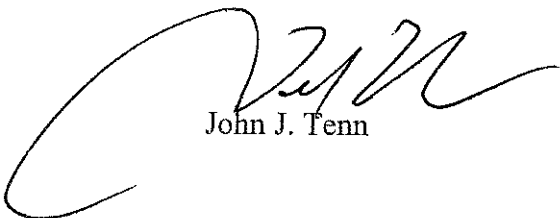
Page 2

months, the Walnut Hill Avenue entrance is the exclusive access point because the icy winter conditions combined with the physical configuration make it nearly impossible to use the Whitford Street access. The Walnut Hill Avenue driveway is vital to provide safe access to and from my home.

Most often, the vehicles that are parked across from my driveway on Walnut Hill Avenue are either the Alghren's vehicles or vehicles of people going to their home, even though they have a two-car garage and a driveway which could accommodate another two-cars. I have for some time, requested of the Alghren's that they and their guests not park directly in the Problem Area, so that together we may avoid the potential for accident or collision. If my neighbor had been inclined to cooperate, the unsafe situation could have been easily remedied as there is ample parking just east or west of the Problem Area. All that is required is that vehicles park approximately thirty-five (35) feet in either direction from the Problem Area. Unfortunately, the Alghren's refused that request, and the unsafe Problem Area persists.

Accordingly, I again request that the Problem Area be posted as "no parking." I am not requesting that the entire north-west side of the street be posted; but instead, only the limited Problem Area so that entry and exit to and from my home can occur without risk and obstruction. I would appreciate it if you would kindly be sure that all members of your Committee are aware of this letter before any further action regarding the Problem Area is taken. In the meantime, I welcome you to contact me directly to schedule a time to view the Problem Area for yourself.

Very truly yours,



John J. Tenn

JT/had

Enclosure (1)

cc: Board of Mayor and Aldermen

6

TENN AND TENN, P.A.
ATTORNEYS AT LAW

JAMES J. TENN, JR.* • JOHN J. TENN* • MARY ELIZABETH TENN*

December 21, 2006

VIA FACSIMILE – 624-6583

Jim Hoben
City of Manchester Traffic Department
480 Hayward Street
Manchester, NH 03103

Dear Mr. Hoben:

I write to express my concerns regarding the parking situation on Walnut Hill Avenue Extension ("Walnut Hill Ave"). As you may be aware, my home at 312 Whitford Street is a through lot with a driveway that enters and exits both from Walnut Hill Ave. and Whitford Street. It is all but impossible to exit my driveway onto Walnut Hill Ave. if cars are parked on the opposite side of the street, across from my driveway.

As you know, Walnut Hill Ave. has recently undergone significant infrastructure improvements with the addition of storm drains and city sewer lines. Following that work, curbing was installed and the roadway was resurfaced. However, Walnut Hill Ave. is a very narrow street measuring approximately twenty-four feet (24') in width at its widest point, and is not the width of a standard thirty-six foot (36') wide city street. When vehicles are parked on the opposite side of the street, directly across from my driveway, it is treacherous trying to exit the driveway. Due to the narrow width of the street, those vehicles make it extremely difficult for cars exiting my driveway to be able to turn in a southerly direction onto Walnut Hill Ave. Frankly, there is barely any room to exit my driveway under these conditions. I am asking the City to investigate this situation and I am specifically requesting that a portion of Walnut Hill Ave., across from my driveway, be marked "no parking" so that cars are not impeded from exiting my driveway.

If Walnut Hill Ave. were designed to standard city road specifications, I suppose that parking across from my driveway would not be problematic. However, because Walnut Hill Ave. is significantly narrower than most city streets, this situation has caused, and continues to cause, great difficulty and concern. Please contact me to conduct a site visit to review this situation.

A Professional Association

16 HIGH STREET • SUITE THREE • MANCHESTER, NEW HAMPSHIRE 03101 • (603) 624-3700 • (603) 644-0345 FAX

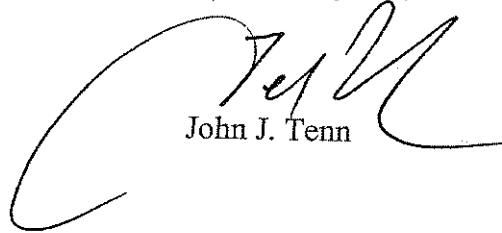
*Also admitted in Massachusetts

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Jim Hoben, City of Manchester Traffic Department
December 21, 2006
Page 2

Thank you for your kind assistance and cooperation in this regard.

Very truly yours,

A large, stylized handwritten signature in black ink, appearing to read 'J. Tenn'.

John J. Tenn

JT/lfb

Cc: Frank Thomas, Manchester Highway Dept.
Mark Roy, Alderman-Ward 1

6

KATHERINE GATSAS 568 ISLAND POND ROAD, MANCHESTER, NH 03109

February 22, 2007

City of Manchester, New Hampshire
Office of the City Clerk
Attention: Carol
Mr. Ed Osborne, Chairman, Public Safety Committee
One City Hall Plaza
Manchester, NH 03101

RE: Public Safety Committee Meeting March 20, 2007

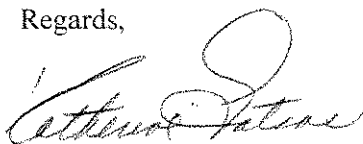
Dear Mr. Osborne,

I am requesting speaking time during the March 20th meeting. The topic of my presentation will focus upon improvements warranted at the Manchester Police Department.

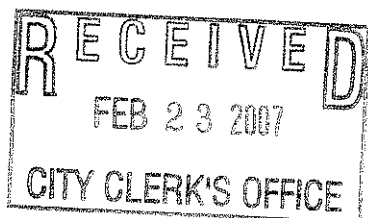
Please provide a chart stand for my use. Should you need to speak with me prior to this meeting, please, phone me at 603 661-8309.

Thank you.

Regards,


Katherine Gatsas

Copy to: Mr. Ed Osborne
465 Cedar Street
Manchester, NH 03103





3/21/06 - Tabled -
Fire to report
back at future

Alderman O'Neil asked are any of these time sensitive that if we don't get
approved for the budget process we are going to have to wait an entire year. 5/16/06 - Remained
Intg. tabled.

Mr. Clougherty answered some of them may be that is why we are here before you
tonight asking to try and move it.

Chairman Osborne called for a vote. There being none opposed, the motion
carried.

It on
ext
yada
Alderman O'Neil stated I have two quick things. Under new business at the last
full Board meeting I brought up a couple of issues related to the storm and all of
this addresses public safety so maybe it could be reported back to us. Was the
emergency center opened and if it was what type of services and coordination was
it providing and secondly I think there was a significant issue with street closures
where the utilities were making decisions without consulting the Police
Department and in some cases they let police officers go from the detail and
streets remained closed for a significant amount of hours after that. Those are two
things related to the storm that I think would be appropriate for this Committee to
address. The second thing I brought up...I have a personal concern that the police
officers are making a decision do I work a construction detail for four hours with
little or no headaches or do I work a bar deal in some of these clubs where we
have problems where I am going to be possibly making an arrest. I guess what is
happening based on the rate of pay being the same for either detail is the police
officers are taking the construction details and we may not be filling all of the club
details that we really need to and we may have to come up with a rate for the clubs
and nightclubs that is separate from the other detail.

Chairman Osborne asked is that your recommendation.

Alderman O'Neil answered sometime I would like to see us have a discussion
about those things. I don't think I need to make a motion. Can we get them on the
next agenda?

Deputy Clerk Normand stated I will take care of it.

There being no further business, on motion of Alderman Shea, duly seconded by
Alderman O'Neil it was voted to adjourn.

A True Record. Attest.

Clerk of Committee



Joseph P. Kane
Chief of Department

City of Manchester Fire Department

100 Merrimack Street • Manchester, NH 03101-2208
(603) 669-2256 Business • (603) 669-7707 Fax
www.ci.manchester.nh.us

25 October 2006

Hon. Edward Osborne, Chairman
Administration and Information Systems Committee
Board of Mayor and Aldermen
1 City Hall Plaza
Manchester, NH 03101

Re: PSNH Storm Protocols

Dear Alderman Osborne,

I am writing to follow up on your request for information regarding the protocols employed during storms and other emergencies involving electrical hazards and PSNH operations.

Be advised that administrative staff met with several members of PSNH to discuss each agencies responsibilities and expectations regarding the aforementioned problem. As particular issue was the problem of PSNH personnel blocking streets with no police presence or detail. As a result of this meeting the following issues have been identified:

- PSNH initiated a program utilizing "wire guards" trained personnel who are specially equipped to secure live wires during emergencies such as electrical storms and other environmental emergencies.
- PSNH and MPD discussed concerns with the authority of wire guards to block a street and warning signals and equipment they utilize.
- We learned from PSNH that the guards that evening were not properly equipped as instructed and that their personnel would resolve that issue. PSNH has since provided us with the protocols "wire guards" are to follow and we have agreed to work with them to streamline this process. We also discussed location concerns and the need at particular locations to hire police personnel.
- We discussed a better communication process to prioritize a response to particular locations as well as developing an up to date call list for future needs. We feel that the lines of communications are open and will be better addressed during future emergencies. It was clear that the cooperation between our agency and PSNH was a primary concern and a priority.
- We discussed the efficacy of having PSNH personnel present as a resource in the Emergency Operations Center (EOC)

Fire/Ambulance Emergency 9-1-1

9

In general, we discussed a better communication process to prioritize a response to particular locations as well as developing an up to date call list for future needs. We feel that the lines of communications are open and will be better addressed during future emergencies. It was clear that the cooperation between our agency and PSNH was a primary concern and a priority.

Please contact me if you wish to discuss these issues at greater length.

Sincerely,

Joseph P. Kane
Fire Chief

Chief Kane

Re: meeting with PSNH and Storm protocols

Chief:

Regarding Alderman O'Neil's request for a report on the storms the city witnessed in April of this year, I have provided a brief synopsis of the meeting that took place at the MPD with members of PSNH, to assist in your response.

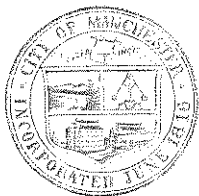
Administrative Staff met with several members of Public Service of NH on April 17, 2006. The meeting was called to better communicate with PSNH relative each agencies responsibilities and expectations. A primary concern of Alderman O'Neil was PSNH personnel blocking streets with no police presence or detail.

The issue was discussed and this is when the department learned that PSNH initiated a program utilizing "wire guards" trained personnel who are specially equipped to secure live wires during emergencies such as the April storm. We advised PSNH that we were not aware of such a position prior to the storm, at which time they explained the process to us. It certainly makes sense for the company to have created such a position, and concerns of ours were expressed. Amongst those concerns with the authority of wire guards to block a street and warning signals and equipment they utilize.

We learned from PSNH that the guards that evening were not properly equipped as instructed and that their personnel would resolve that issue. PSNH has since provided us with the protocols "wire guards" are to follow and we have agreed to work with them to streamline this process. We also discussed location concerns and the need at particular locations to hire police personnel.

We discussed a better communication process to prioritize a response to particular locations as well as developing an up to date call list for future needs. We feel that the lines of communications are open and will be better addressed during future emergencies. It was clear that the cooperation between our agency and PSNH was a primary concern and a priority.

Gary



CITY OF MANCHESTER

Office of the City Clerk



Leo R. Bernier
City Clerk

Carol A. Johnson
Deputy City Clerk

Paula L-Kang
Deputy Clerk
Administrative Services

Matthew Normand
Deputy Clerk
Licensing & Facilities

Patricia Piecuch
Deputy Clerk
Financial Administration

February 20, 2007

Linda Ajello, AICP
Southern NH Planning Commission
438 Dubuque Street
Manchester, NH 03102

Dear Ms. Ajello:

Please be advised that at a meeting of the Aldermanic Committee on Public Safety and Traffic, it was voted to request of you information relative to the coordination of services and utilities during storm events such as what occurred on February 10, 2006.

To aid you in your response, enclosed please find excerpts of minutes of the meeting relating to the discussion held.

If you should have any questions, please do not hesitate to contact me directly.

Sincerely,

Paula L-Kang
Deputy Clerk

Enclosure

pc: Fire
Police

Alderman O'Neil stated there's just a lot of stress on them and parking for their customers and that so maybe at some point maybe coordinate with Alderman Long...he is apparently hearing from the same folks I am then.

Alderman Roy stated a question for Brandy while you're there...the Bedford Street Lot...any activity, I know we've been clear through this Committee and Lands and Buildings that we'd love to see someone step forward and the City would be happy to work with them. Are there any discussions of a parking garage, any insight that you could give this Committee that might relieve parking issues?

Ms. Stanley stated I know that there are development plans for the Arms and the Bedford Lots. I don't know how much of it is public, however, so I'd be more than happy.

Alderman Roy stated but we are moving in the right direction.

Ms. Stanley stated my sincere hope is yes.

TABLED ITEMS

On motion of Alderman Shea, duly seconded by Alderman Long, it was voted to remove all items from the table for discussion.

12. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.

(Tabled 03/21/2006 pending report from Fire and Police Departments.)

Alderman O'Neil stated I appreciate you're having that come off the table although I appreciate it after it being around for a long time the response really doesn't answer any questions. All it says is that they got together. Unless I'm missing something when I'm reading...I was looking for some recommendation on some changes that could improve the system and if I could...not to put it back on the table refer it back to staff to come back with recommendations...not that they met...everybody understands the problem and that's the report.

Chairman Osborne stated Police and Fire.

9

Alderman O'Neil stated correct. Don't put it back on the table just refer it to them and come back with some recommendations. Did I miss something...that's all they said...they met and everybody agreed there was a problem but I don't see any recommendations that's going to change anything.

City Clerk Bernier stated what I would suggest is that you would add report back in 30 days or 60 days.

Alderman O'Neil stated let's do 30 because it was out there for a while.

Alderman Shea stated we've had people discussing about...I think the Fire Department was here as well as the other lady...

Alderman O'Neil interjected the Emergency Management Plan.

Alderman Shea stated yes...is that something that this could tie into?

Alderman O'Neil stated it could. If I recall we asked a number of questions as the Board level on that and we had responses within a week, I think, to our questions. So, it could, it very well could.

Alderman Shea stated if there is a serious storm would that particular group that has to deal with the security as well as the other thing that has to do with the type of federal funding we're receiving...does that fit into this at all?

Alderman Shea stated I do agree whether it's a storm or a flood or whatever it all ties in so are you suggesting that maybe refer to the group that's doing the Emergency Plan.

Alderman Shea stated yes.

Alderman O'Neil stated I'm okay with that I just would like to get some response on what recommended changes.

Alderman Shea stated I would say that that probably might fill the bill here because basically they would have to coordinate any effort.

Alderman O'Neil stated I will second Alderman Shea's motion. There being none opposed the motion carried.

City Clerk Bernier asked do you want them to respond in 30-60 days?

Chairman Osborne replied I don't know about 30 days.

Alderman O'Neil stated they got back to us on the questions that came up on the Emergency Plan in four days I would think.

City Clerk Bernier stated to add the City Clerk's office is involved with this group and you do have Police and Fire that sites with us so I think 30 days would be fine.

13. Parking Study Recommendations.
 (Tabled 04/18/2006 – previously forwarded under separate cover.)

Chairman Osborne stated I believe we should receive and file.

Alderman Long moved to receive and file. Alderman O'Neil duly seconded the motion.

Alderman Roy stated I was just going to offer to refer it to staff...put it in the hands of our Parking Division now but receive and file in essence leaves it with her anyway.

Chairman Osborne stated I think she's already doing this anyway.

Alderman Roy stated she's working on it.

Chairman Osborne called for a vote on the motion. There being none opposed, the motion carried.

14. **STOP SIGNS:**
 On Lacourse Street at Rhode Island Avenue, NEC
 On New York Street at Rhode Island Avenue, SWC
 Alderman Duval
 (Tabled 05/16/2006)

Chairman Osborne stated I talked to Alderman Duval on this one...there's two of them he has on here. No, we're going to keep this one on the table at this time.

Alderman O'Neil moved to retable item 14. Alderman Shea duly seconded the motion. There being none opposed, the motion carried.



John A. Jaskolka
Chief

City of Manchester Police Department

Ralph Miller Public Safety Center
351 Chestnut Street Manchester, New Hampshire 03101-2294
(603) 668-8711 Business Phone
(603) 668-8941 Main Fax
(603) 628-6137 Administrative Offices Fax

Commission

Calvin T. Cramer
John J. Tenn
Nury Marquez
Thomas D. Noonan
Thomas J. Hammond

Deputy Chiefs

Glenn S. Leidemer
Gary T. Simmons
Marc P. Lussier

Executive Secretary
Kim Demers

March 9, 2007

Committee on Traffic & Public Safety
One City Hall Plaza
Manchester, NH 03101

Re: Tabled item relative to coordination of services and utilities during storm events

Dear Committee members:

After several committee meetings, it became apparent the Traffic & Public Safety committee retained questions regarding the meeting the police department had with Public Service of NH and the outcome of that meeting.

On April 17, 2006 members of our department met with representatives of Public Service of NH at the Police Department. The purpose of the meeting was to discuss areas of concern that resulted from the storm events of February 17-18, 2006.

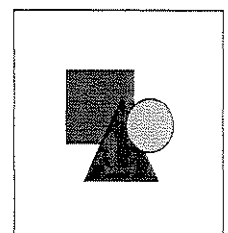
Of particular concern was the use of PD manpower to guard "wires down" while awaiting the arrival of PSNH crews as well as the need to communicate more effectively for purposes of establishing priority responses. During the meeting, Elizabeth LaRocca Southern Division Manager and Diane Monteith Accounts representative discussed emergency contact protocols as well as providing us an updated list of emergency telephone numbers and contact people. Although the list varied very little from the information we had, it was helpful to discuss better methods of stream lining a priority response.

PSNH personnel provided us a list of suggested "buzz words" used in the industry to help identify priority areas of concern, beyond the general terms such as "wires down". Clearly the discussion was helpful to open up better lines of communication for both agencies.

They discussed the use of "wire guards" a program that was recently developed that sends specially trained and equipped personnel to "hot zones" which provides the public protection from live wires and allows police or emergency personnel to clear and move on to other responsibilities. The Police Department was unaware of this program prior to the February storms but feel it is an efficient use of manpower for both agencies. When PSNH discussed the protocols wire guards are to follow it became evident that they lacked the proper equipment during this storm. They indicated the issue would be rectified in the very near future.

We discussed the issue concerning the movement of one detail officer to various locations in the city. Although some of the movement was logical it was determined that a better form of communications was necessary and movement would be mutually agreed to by their personnel and the Officer in Charge, or acting street supervisor.

A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY



Additionally, PSNH will provide our officers training relative to "live wire issues" and methods to determine what are live wires vs. non-energized wiring and safe methods of approach for first responders.

The discussion was informative for both agencies and the lines of communications will remain open. The department feels that the meeting was productive, resolved some of our concerns and will better suit our needs in a future event.

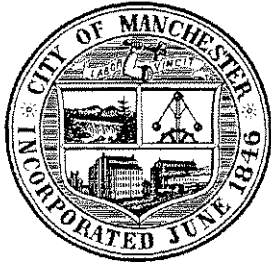
Of course the minimal protocols we discussed during this meeting are for events when the EOC is not open. We would continue to follow the guidelines of the emergency operation plan for full-scale events requiring the need to open the EOC. During those events, on some occasions PSNH personnel would work directly with the EOC as has been the practice in the past.

I hope this information was helpful and resolves some of the concerns of the committee.

Sincerely,

Gary T. Simmons
Deputy Chief - Administration

9



CITY OF MANCHESTER
Parks, Recreation & Cemetery Department

625 Mammoth Road
Manchester, NH 03104-5491
(603) 624-6565 Administrative Office
(603) 624-6514 Cemetery Division
(603) 624-6569 Fax

COMMISSION

Stephen Johnson, Chairman
Sandra Lambert, Clerk
George "Butch" Joseph
Michael Worsley
Dennis Smith
Ronald Ludwig, Director

Pub. Safety
11-14-06 Tabled

November 6, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Naming of Manchester Recreational Trail System

Dear Alderman Osborne,

The Parks, Recreation and Cemetery Commission would like to recommend naming the Manchester Recreational Trail System inclusive of Manchester City Limits, both present and future, in honor of fallen Police Officer Michael Briggs. The official name of entire trail system in Manchester would hereby be named, "The Michael L. Briggs Trail System 83".

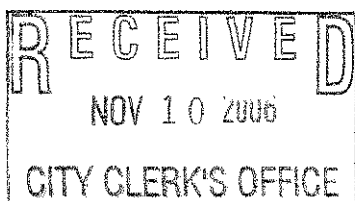
It is understood that the official process is for this recommendation to be presented to the Committee on Public Safety and Traffic, for consideration. In anticipation of a favorable response it is further understood that the request would then be subject to the approval of the Board of Mayor and Aldermen.

The Parks, Recreation and Cemetery Commission would appreciate any consideration the Committee and BMA could give in granting this request.

Sincerely,

Ronald E. Ludwig
Director

Cc: Parks, Recreation and Cemetery Commission

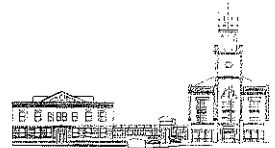


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CITY OF MANCHESTER

Board of Aldermen



IN BOARD OF MAYOR & ALDERMEN

DATE: November 28, 2006

ON MOTION OF ALD. Shea

MEMORANDUM

SECONDED BY ALD. Pinard

refer to the Committee on
VOTED TO Public Safety and Traffic.

Sam Bernier
CITY CLERK

To: Board of Mayor and Aldermen

From: Alderman Shea *M.P.S.*

Date: November 28, 2006

Re: Establishment of a Manchester Crime Prevention Committee

My purpose in proposing the establishment of such a committee would be to examine the causes for increases in serious crimes in Manchester and I am recommending that members of the committee include the following:

- a) Manchester Police Chief (Chairman);
- b) a representative of the NH State Police;
- c) a representative of the Sheriff's Department;
- d) a representative of the Manchester Police Commission;
- e) a representative of the DEA (research purposes);
- f) a representative of the FBI (research purposes);
- g) Chairman of the Board of Aldermen;
- h) a representative of the Office of Youth Services;
- i) a representative of the Mayor's office; and
- j) utilization of local colleges for research purposes.

The committee would be in conjunction with the Mayor's action plan for neighborhood improvements and predicated upon the Manchester Refugee Resettlement Advisory Committee report submitted in May 2006.

Upon conclusion a report would be submitted to the Board of Mayor and Aldermen for their review no later than March 2007.

Joe Morse, 683 Massabesic St, Manchester, NH 03103
Phone: 603-627-2469; Mobile 603-661-8149; joemorse@earthlink.net

01-30-07

Tabled

Pending review
by MPD-Traffic Div.

December 29, 2006

Honorable Frank C. Guinta
Mayor, City of Manchester
One City Hall Plaza
Manchester NH 03101

Dear Mayor Guinta:

I'm writing to call your and the members of the Public Safety and Traffic Committee's attention to a dangerous situation at the intersection of Valley and Massabesic Streets, and Tarrytown Road. Eastbound traffic from Valley Street is allowed to proceed on a red arrow, even when southbound traffic on Tarrytown Road has a green arrow to turn left onto Massabesic Street, going towards Mammoth Road. This, of course, creates frequent convergences often resulting in near collisions between motorists from Tarrytown Road, who clearly have the right of way, and motorists entering Massabesic Street from Valley Street who believe that all they need do is come to a full (or, more often, partial) stop before proceeding without expectation of, or regard for, incoming traffic from Tarrytown Road.

Another issue concerns the blind driveways at 667 and 683 Massabesic Street which a Blind Driveway sign attempts to address. Traffic continues to join Massabesic Street from Valley moving well in excess of the speed limit, creating a truly dangerous situation.

I believe the solution to both of these concerns is simple. Motorists on Valley Street need to be required to make a full stop and not be allowed to make a right turn on red when motorists from Tarrytown Road are entering Massabesic Street on a green light. Also, this will allow residents exiting the blind driveways to do so while traffic from Tarrytown Road is entering Massabesic Street. Tarrytown Road traffic is at least visible from the driveways, and the driveways are not blind to the Tarrytown Road motorists, the full stop will prevent motorists from Valley Street from encroaching on the right of way of Tarrytown motorists.

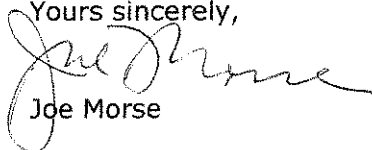
Therefore, I am asking that the following be done:

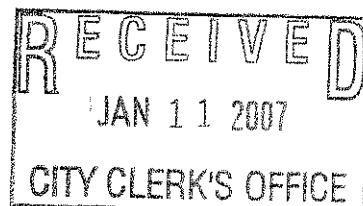
Allow traffic from Tarrytown Road to enter Massabesic Street on a single green light. While Tarrytown motorists have a green light, motorists on Massabesic Street in both directions and from Valley need a full stop red light with no turns allowed onto Massabesic Street while the light is red.

Remove the sign that reads "No Turn on Red, 7AM to 3PM During School Hours" and replace it with a sign that reads "No Turn on Red Anytime."

Police records will document many collisions at this intersection. I believe that it is only a matter of time before a severe and possibly fatal accident occurs. If the City leaves in place contradictory instructions to motorists, citizen installed signs, and leaves driveways used by eight households and guests unprotected, the City exposes itself to legal action by contributing to this unsafe situation.

Yours sincerely,


Joe Morse



Copies to the Public Safety/Traffic Committee: Ed Osborne, Chair, Daniel P. O'Neil, William P. Shea, Mark E. Roy, Patrick T. Long

13

City of Manchester Traffic Division

IN-STREET PEDESTRIAN CROSSING SIGN TRAFFIC POLICY

PURPOSE: Both pedestrians and motorists in the City of Manchester have rights and responsibilities on the roadway. Statistics and public response continue to reveal that the rights of pedestrians are not well respected by motorists. This fact increases the potential for accidents and pedestrian injury at crosswalks.

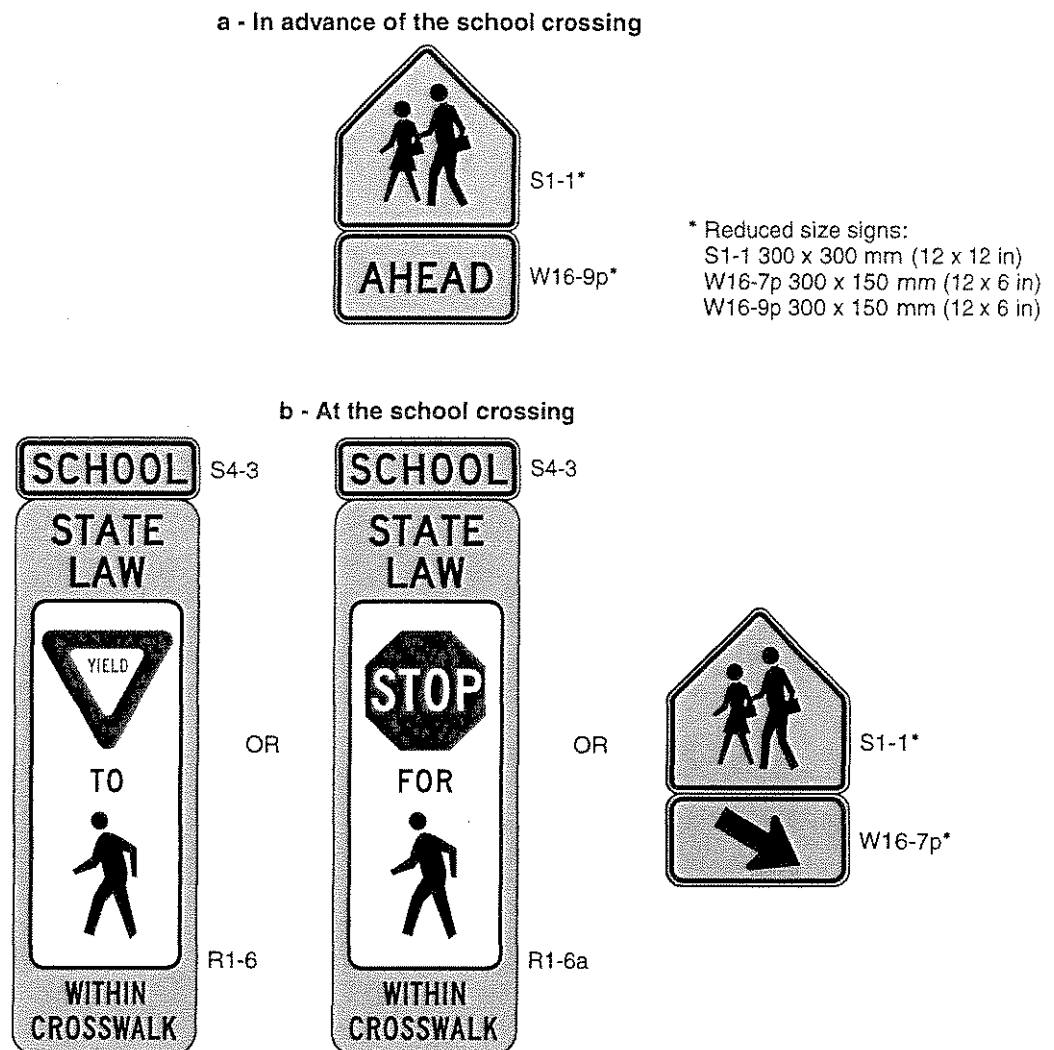
The purpose of this policy is to allow the usage of and provide guidance for the installation of the In-Street Pedestrian Crossing sign in accordance with the Federal Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The In-Street Pedestrian Crossing Sign may be used to remind motorists of the New Hampshire law that requires the driver of a vehicle to stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk. It should be noted that studies show that excessive use of signs and pavement markings can substantially reduce the usefulness of such devices. Therefore, a consistent application of the policy will effectively serve both the motorist and the pedestrian.

PROCESS: All requests received for the placement of the signs will be reviewed by staff of the Highway Department, Traffic Division, and the Police Department for determination and recommendation to the Committee on Public Safety and Traffic.

Policy: The following guidelines are standards and warrants for the use of In-Street Pedestrian Crossing Signs.

1. The provisions of the Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Relevant speed, volumes, accident records, pedestrian counts, sight obstructions and demographic analysis shall be reviewed when considering the installation.
3. The sign shall not be used on an approach to an intersection where it is controlled by either stop signs or traffic signals.
4. The sign should only be used at key locations, such as high volume crosswalks, to avoid overuse.
5. The sign shall only be used at existing crosswalk locations.

6. The sign shall only be used as an in-street sign, not on the outside shoulder or parking lane. When installed, the sign shall not impede or obstruct any traffic movement including through or turning movements
7. When the sign is used at or in advance of a school crossing to supplement the ground mounted school warning signs, the sign shall include the SCHOOL plaque.
8. The sign shall be used seasonally due to safety issues with the use of the sign during the winter and to prevent damage during the winter because of plowing operations.
9. A limited number of signs shall be used throughout the city in order to avoid overuse.
10. Only one sign structure shall be used for both uncontrolled approaches to a crosswalk or intersection.
11. A custodian or caretaker of the sign is strongly recommended in order to avoid nuisance calls to Police, Highway or Traffic Division personnel. Signs should be taken in at night in order to avoid vandalism and displacement.
12. Program shall be properly funded to ensure procurement and maintenance costs.
13. Police will enforce compliance at the selected locations.
14. Any of the following supplemental conditions may warrant the signs installation:
 - a. Those locations adjacent to and along established pedestrian routes to and from a school.
 - b. Locations adjacent to community centers, libraries, and other high use public facilities.
 - c. Locations adjacent to public parks.
 - d. Locations where accident records, sight obstructions and/or pedestrian volume warrants the installation.
 - e. Locations where significant numbers of physically challenged persons cross a street.
 - f. Locations where significant numbers of senior citizens cross a street.

Figure 7B-4. In-Street Signs in School Areas**Section 7B.11 School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, S4-6, S5-1)****Standard:**

A School Speed Limit assembly (see Figure 7B-1) or a School Speed Limit (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced speed zone for a school area has been established (in accordance with law based upon an engineering study) or where a speed limit is specified for such areas by statute. The School Speed Limit assembly or School Speed Limit sign shall be placed at or as near as practical to the point where the reduced speed zone begins.

Guidance:

The reduced speed zone should begin either at a point 60 m (200 ft) from the crosswalk, or at a point 30 m (100 ft) from the school property line, based on whichever is encountered first as traffic approaches the school.

Standard:

The School Speed Limit assembly shall be either a fixed-message sign assembly or a changeable message sign.

The fixed-message School Speed Limit assembly shall consist of a top plaque (S4-3) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque (S4-1, S4-2, S4-4, or S4-6) indicating the specific periods of the day and/or days of the week that the special school speed limit is in effect (see Figure 7B-1).

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City of Manchester Traffic Division

IN-STREET PEDESTRIAN CROSSING SIGN TRAFFIC POLICY

PURPOSE: Both pedestrians and motorists in the City of Manchester have rights and responsibilities on the roadway. Statistics and public response continue to reveal that the rights of pedestrians are not well respected by motorists. This fact increases the potential for accidents and pedestrian injury at crosswalks.

The purpose of this policy is to allow the usage of and provide guidance for the installation of the In-Street Pedestrian Crossing sign in accordance with the Federal Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The In-Street Pedestrian Crossing Sign may be used to remind motorists of the New Hampshire law that requires the driver of a vehicle to stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk. It should be noted that studies show that excessive use of signs and pavement markings can substantially reduce the usefulness of such devices. Therefore, a consistent application of the policy will effectively serve both the motorist and the pedestrian.

PROCESS: All requests received for the placement of the signs will be reviewed by staff of the Highway Department, Traffic Division, and the Police Department for determination and recommendation to the Committee on Public Safety and Traffic.

Policy: The following guidelines are standards and warrants for the use of In-Street Pedestrian Crossing Signs.

1. The provisions of the Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Relevant speed, volumes, accident records, pedestrian counts, sight obstructions and demographic analysis shall be reviewed when considering the installation.
3. The sign shall not be used on an approach to an intersection where it is controlled by either stop signs or traffic signals.
4. The sign should only be used at key locations, such as high volume crosswalks, to avoid overuse.
5. An In-Street Pedestrian Crossing Sign Agreement must be filled out prior to the sign placement.

6. The sign shall only be used as an in-street sign, not on the outside shoulder or parking lane. When installed, the sign shall not impede or obstruct any traffic movement including through or turning movements
7. When the sign is used at or in advance of a school crossing to supplement the ground mounted school warning signs, the sign shall include the SCHOOL plaque.
8. The sign shall be used seasonally due to safety issues with the use of the sign during the winter and to prevent damage during the winter because of plowing operations.
9. A limited number of signs shall be used throughout the city in order to avoid overuse.
10. Only one sign structure shall be used for both uncontrolled approaches to a crosswalk or intersection.
11. A custodian or caretaker of the sign is strongly recommended in order to avoid nuisance calls to Police, Highway or Traffic Division personnel. Signs should be taken in at night in order to avoid vandalism and displacement.
12. Program shall be properly funded to ensure procurement and maintenance costs.
13. Police will enforce compliance at the selected locations.
14. Any of the following supplemental conditions may warrant the signs installation:
 - a. Those locations adjacent to and along established pedestrian routes to and from a school.
 - b. Locations adjacent to community centers, libraries, and other high use public facilities.
 - c. Locations adjacent to public parks.
 - d. Locations where accident records, sight obstructions and/or pedestrian volume warrants the installation.
 - e. Locations where significant numbers of physically challenged persons cross a street.
 - f. Locations where significant numbers of senior citizens cross a street.

In-Street Pedestrian Crossing Sign Program Potential Locations

Crosswalk locations:

- On Elm Street, at Myrtle Street**
- On Elm Street, at Orange Street**
- On Elm Street at Carpenter Street (Mount Saint Mary's Academy)**
- On Elm Street at Rowell Street (Webster School)**
- On Commercial Street at Spring Street**
- On Commercial Street at the Myrna Parking Lot Driveway**
- On Chestnut Street at Concord Street**
- On Beech Street at Concord Street**
- On Beech Street at Beech Street School Crossing**
- On Maple Street at Jumbo Reilly Way (summer use only)**
- On Chestnut Street at the Hillsborough County Courthouse**
- On Reservoir Ave at Hillside Middle School**
- On Hanover Street at Michigan Ave.**
- On South Jewett Street at Brunelle Ave.**

In-Street Pedestrian Crossing Sign Agreement

Date: _____

Requesting Organization Name: _____
(if applicable)

Owner/Organization
Representative: _____

Proposed Location/Intersection: _____

Proposed Day(s) & Time
Sign will be placed: _____

Terms and Conditions

1. Please see the attached "In-Street Pedestrian Crossing Sign Traffic Policy".
2. The above owner/organization is responsible for placing and removing the pedestrian sign at the times as approved by this application.
3. The above owner/organization is responsible for re-setting the sign to the prescribed location should it be displaced for any reason.

This form should be delivered to the Manchester Highway Department, Traffic Division, located at 480 Hayward Street (624-6580) Attn: Mr. Jim Hoben.

Dated this _____ day of _____, 20____.

Owner/Agent Signature

City Representative Signature

Owner/Agent Telephone Number

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